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ICE PACKING OF REFRIGERATOR CARS IN HUNGARY

The rapid and economical ice packing of railroad refrigerator cars is still unsolved. Large ice-packing facilities will be built during the coming year at the border freight stations, to load both incoming and outgoing cars, but considerable experimentation is necessary to solve the refrigeration problems in domestic shipping satisfactorily.

At present, refrigerator cars are packed with ice by hand. The varied requirements of this operation have hindered the development of a satisfactory machine. The chief difficulty is the varying location of the hatch in refrigerator cars of different countries. Hungarian refrigerator cars have two to three ice bunkers, located at the ends, and along the roof of the car. There are two or three hatches located on the horizontal surface of the roof. The hatches of German cars are also on the roof, but have a 60-degree slant. Thus, manual loading of ice by one man on the car roof, as is done on Hungarian cars, is impossible. The hatches of Bulgarian and Italian refrigerator cars are on the side, at the ends of the car.

Two experimental hand-operated loading apparatus were tried by the Refrigeration Industry Enterprise, without satisfactory results.

Although solidified carbon dioxide has definite advantages in railroad car refrigeration, it is much more expensive than manufactured or natural ice, and cannot be stored for long periods. This is important at the border, where the arrival of refrigerator cars is uncertain. Since ordinary refrigerator cars are not equipped to use dry ice, solidified carbon dioxide is used to refrigerate shipping containers.

The most satisfactory method devised so far is a loading platform constructed along a length of track equal to 10-12 cars, or 250 meters, with chutes leading to the hatches of the cars. The ice is distributed inside the cars by hand.

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In domestic shipping, approximately 50 slabs of manufactured ice are required for the loading of each ice bunker, which can be performed by four men in approximately 4½-5 minutes, or 9-10 minutes for a two-bunker car. Without the loading platform, this operation takes 16-18 minutes. Loading with natural ice, without the platform, takes 25-28 minutes.

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